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VOLGA-DON CANAL COMPLETION SET FOR 1951

COMPLETION DATE MOVED UP 2 YEARS -- Moscow Rechnoy Transport, 30 Dec 50

By decree of the Council of Ministers USSR, the date for completing the Volga-Don Canal has been reduced by 2 years, and the canal will be finished in 1951.

The 101-kilometer canal will run from Krasnoarmeysk to Kalach. Thirteen locks will be built on the canal, as well as three dams. There will be pumping stations, docks, railroad and highway bridges, and other structures.

Materials are being received for the construction of the Tsimlyanskaya Hydroelectric Plant on the canal.

The Tsimlyanskaya Hydroelectric Plant will consist of two dams with a head of 25 meters,, power stations, two single-chamber locks, and a head installation for the irrigation canal. The reservoir formed will contain 12.6 cubic kilometers of water, and will be 180 kilometers long and about 30 kilometers wide. Water from the reservoir will irrigate the Don and Sal'sk steppes, and will also feed water to the Volga-Don Canal and the lower Don; the depth of the latter will be doubled. The canal will receive electric power from the Tsimlyanskaya Hydroelectric Power Plant.

The canal will carry Donets coal and metal for the industrial regions of the Volga area, timber in rafts and ships for the Donets Basin, Rostov, the Azov and Black Sea coastal area, and the western parts of the North Caucasus; chemicals and petroleum freights, Don and North Caucasus wheat, Azov fish, manganese ore from the Caucasus, etc. The freight turnover of the Don basin will increase to 5 or 6 times the present level.

Shelter ports and anchorages will be built on the Tsimlyanskaya reservoir to protect ships in storms. For through traffic on the Volga-Don--North Donets route, the North Donets lock system will be reconstructed.

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The 190-kilometer Main Don Irrigation Canal, and also part of the distributing canals, which will have a total length of 568 kilometers, will be able to be used for the development of local freight carrying.

Both re-equipped ships and ships of new types will operate on the Volga-Don Conal. Coal will be carried in special large-capacity metal ships towed by propeller-driven steam tugs. The "Krasnoye Sormovo" Plant will build 500-passenger all-welded Diesel-electric ships. The speed of these ships will exceed considerably the speed of the present Volga freight and passenger ships. Passenger ships will be able to go from Leningrad, Belomorsk, Arkhangel'sk, and Molotov to Rostov.

The "Krasnoye Sormovo" Plant is running tests of the first river ice-breaker built in the plant and designed for the Volga-Don Canal. The new ice-breaker, the Volga, is considerably more powerful than the usual river ice-breakers and will be able to haul barges under winter conditions. A second breaker, the Don, will begin tests in the near future.

Moscow, Pravda, 29 Dec 50

The basic difficulty in creating a navigable canal between the Volga and Don rivers is the necessity of overcoming a very high water divide between the rivers. At the confluence of the Volga and Don rivers at Stalingrad this divide is 130-140 meters above the level of the water in the Volga; at the place where the canal will run through, the divide is somewhat lower. The water in the water divide section of the canal will be 88 meters above the level of the Volga and 44 meters above the level of the Don. Raising ships from the Volga and lowering them to the Don will be done with locks having a head of 10-13 meters each. There will be nine such locks on the Volga side and four on the Don side. With the exception of the water divide section, the whole length of the canal from the Volga to the Don will follow the beds of the Sarpa, Chervlenaya, and Karpovka rivers. The beds of these rivers will be intersected by dams which will form artificial reservoirs and lakes a total of 45 kilometers long. These reservoirs will be connected with canals.

Each of the three pumping stations on the canal will be able to pump 45 cubic meters of water per second for operating the locks and for irrigation. Six large metal railroad and automobile bridges will be built for transport connections across the canal. All equipment of the structures of the navigation canal will be electrified.

At Tsimlyanskaya, the dam will be 13.5 kilometers long; 500 meters of this length will go for a concrete spillway and 200 meters for the hydroelectric power plant, fish ladder locks, and the head installation of the Main Don Irrigation Canal. The other 12,800 meters will be an earth dam. The full height of the concrete structures will be over 40 meters. The water head will be 26 meters and will be able to handle the spring peak flow of 20,000 cubic meters of water per second.

Four 40,000-kilowatt units will be installed in the Tsimlyanskaya Hydroelectric Power Plant.

The railroad connecting Kuberle to the south and Morozovskaya to the north will run through the Tsimlyanskaya Hydroelectric Plant.

At the exit of the Volga-Don Canal at the Tsimlyanskaya reservoir the Kalach port will be built, and the Tsimlyanskaya port will be built at Tsimlyanskaya.

Ships will run through the Tsimlyanskaya center through a navigable canal 5.4 kilometers long having two locks.

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For the construction of the Volga-Don Canal, 392 kilometers of normal-gauge railroad lines, 468 kilometers of automobile roads, 626 kilometers of high-voltage lines and 467 kilometers of low-voltage lines, and 1,227 kilometers of communications lines have been built.

Moscow, Pravda, 28 Dec 50

The Volga-Don Canal and the Tsimlyanskaya Hydroelectric Plant will go into service in the spring of 1952.

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